



Aviation Investigation Final Report

Location:	Lemoore, California	Accident Number:	WPR25LA078
Date & Time:	January 14, 2025, 12:30 Local	Registration:	N6255N
Aircraft:	Bell 206A	Aircraft Damage:	Destroyed
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot was conducting an aerial application flight and was transitioning to another field when the helicopter struck a power line. The pilot stated that he did not see the wires between the two fields.

The helicopter sustained substantial damage to the tailboom and fuselage. The pilot reported that there were no preaccident mechanical malfunctions or failures with the helicopter that would have precluded normal operations.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain clearance from power lines while maneuvering at a low altitude.

Findings

Environmental issues	Wire - Awareness of condition
Personnel issues	Monitoring environment - Pilot
Aircraft	Altitude - Not attained/maintained

Factual Information

History of Flight

Maneuvering-low-alt flying	Low altitude operation/event
Maneuvering-low-alt flying	Collision with terr/obj (non-CFIT) (Defining event)

Pilot Information

Certificate:	Commercial; Private	Age:	35,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter; Instrument helicopter	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	June 14, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 6, 2024
Flight Time:	8500 hours (Total, all aircraft), 1200 hours (Total, this make and model), 8450 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N6255N
Model/Series:	206A	Aircraft Category:	Helicopter
Year of Manufacture:	1968	Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	129
Landing Gear Type:	None; Skid	Seats:	5
Date/Type of Last Inspection:	November 7, 2024 Annual	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	41 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	12119.4 Hrs at time of accident	Engine Manufacturer:	Rolls-Royce
ELT:	Not installed	Engine Model/Series:	250-C20B
Registered Owner:	TRINKLE AVIATION LLC	Rated Power:	420
Operator:	TRINKLE AVIATION LLC	Operating Certificate(s) Held:	Agricultural aircraft (137)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KNLC,232 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	10:56 Local	Direction from Accident Site:	250°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.38 inches Hg	Temperature/Dew Point:	12°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lemoore, CA	Type of Flight Plan Filed:	VFR
Destination:	Lemoore, CA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Military operation area;Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.351211,-119.88717

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	Michael R. McMillen; Federal Aviation Administration; Fresno, CA
Original Publish Date:	April 22, 2025
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=199544

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).